



# German Loss in Warships Grows; British Power Unshaken, Says London

## MOOSE PLAN THIRD TICKET IF G. O. P. BARS COLONEL

Resentment Growing  
Over Attitude of  
"Old Guard."

HYPHENS BEGIN  
FRESH ATTACKS

Shower Telegrams on  
Delegates in Effort to  
Keep Out T. R.

[From a Staff Correspondent of The Tribune.]  
Chicago, June 3.—Resentment of the Progressives over the attitude of the "old guard" became so great to-day that the danger of a third ticket loomed up as the most important new factor in the situation. While Colonel Roosevelt's friends are doing all they can to hold down the Progressive wrath, an increasing number are clamoring for permission to cut loose and break the harmony out of which they fear Roosevelt will get nothing but kind words.

A drive by the German-Americans against Roosevelt was another feature of the day. While Roosevelt has the support of a large proportion of Americans of Teutonic blood, the rabid pro-Kaiserites have come into the open with their determination to prevent his nomination.

Horace L. Brand, editor of the Chicago "Staats-Zeitung," whom Roosevelt denounced in his Detroit speech, has taken the lead. He adopted the same tactics used on Congress in the last crisis with Germany, and sent out 11,000 telegrams asking Germans to wire threats to their delegates and state leaders. Many have done so, and there was a flood of telegrams coming in all day.

The protest is based almost openly on the interests of Germans, without regard to those of the United States, and has had the double effect of increasing the fright of pussy-footers and causing bitter resentment among the fighting members of the party.

Must Have Roosevelt.

So great has this resentment become that George W. Perkins referred to it to-day and in a public statement practically served notice of the determination of the Progressives to have Roosevelt or no one.

He explained that when he had said the Progressives would not necessarily insist on Roosevelt, he meant that any other candidate must be a man who measured up to the Colonel's standard. "And none of those so far suggested does that," he added significantly.

Meanwhile the attitude of the "old guard" became politely defiant. Some of the minor leaders boasted that the Roosevelt stuff had been stopped and talked largely about the ability of the party to run itself regardless of public sentiment and without advice from any other party. But the majority of the big leaders took pains to be cordial in their comments on the Colonel, and to explain that they were not fighting him; merely fighting for some one they liked better. They also insisted that complete harmony was assured and that the platform and candidate chosen would have the vigorous support of all Republicans and Progressives.

At the same time lobby workers tried to make capital against the Colonel out of the fact that he is getting support from business interests and Wall Street. That most of these workers were attacking Roosevelt four years ago because of his attitude toward big business did not seem to embarrass them.

Attack Fails.

But their efforts failed entirely. The Western Roosevelt men, whom they sought to impress, replied that Wall Street had surrendered to Roosevelt and that the present attitude of the interests proved he was the one man who could control them.

The Roosevelt men also used the monster preparedness parade here to-day and the great sea fight as argument for the Colonel. They pointed out that he was the man who had created and led the preparedness sentiment, and that any other man who might be named could do no more than carry a Roosevelt proxy to the White House.

The sea fight, they said, proved how great was the need of his active and determined personality behind the preparations which must be made, and they pointed to his record with the navy as showing how perfectly he would fit the situation.

The Roosevelt leaders divided their efforts between conferences with those of the "old guard" and uninstructed

### CANDIDATES' CLAIMS ON FIRST BALLOT

Chicago, June 3.—Following are the number of votes claimed by the managers of the different candidates on the first ballot in the Republican National Convention:

Hughes	292
Weeks	200
Roosevelt	175
Burton	112
Cummins	106
Fairbanks	93
Root	75
Sherman	65
Knox	56
Brumbaugh	41
Ford	36
La Follette	30
General Wood	15
Du Pont	14
Borah	5

To verify the claims of the different candidates there would have to be 1,300 delegates in the convention, while the number of delegates with votes in the gathering is only 985.

## OLD GUARD SPLIT; LOSING CONTROL

Ask for Conference with  
Hughes Supporters in  
Effort to Agree.

[From a Staff Correspondent of The Tribune.]  
Chicago, June 3.—The leaders of the Republican "old guard" have asked Frank Hitchcock and other Hughes supporters to join them in a conference with a view to getting together on a candidate whom all can support.

Herbert Parsons declared positively that Justice Hughes would accept the nomination if it were offered to him, although he declared that he had not been in communication with the Supreme Court Justice.

Senator Boies Penrose refused point blank to support the nomination of ex-Senator Root when asked to do so to-day by William Barnes.

After several conferences the favorite sons found themselves unable to agree upon a candidate whom all could support because their delegates would not follow them.

The "old guard" is completely split over candidates, and will, it is now believed, be unable to control the convention because of the tendency of many of the delegates to refuse to follow their leaders. Until to-day the "old guard" claimed the custodianship of 570 delegates who would vote as they were told.

These were some of the developments to-day in a situation which had become so muddled, complicated and intense that even the proverbial Philadelphia lawyer would be unable to straighten it out.

Day of Discussion.

It was a day of discussion, with nothing concrete arrived at, and the bedtime question of who the Republican candidate for President would be was as much in the air as ever. The Hughes men looked upon the results of the day as favorable to their candidate, and this was probably so, because the justice's name was mentioned more frequently by members of the "old guard" and newly arriving delegates than ever before.

What gave the Hughes men their greatest joy was the message from leading members of the "old guard" that they wanted a conference, that the situation was rapidly getting away from them and that something had to be done at once. Some of the "old guardsmen," however, conferred with George W. Perkins, and it gave rise to a report that efforts were being made to eliminate both Hughes and Roosevelt.

Mr. Perkins frankly admitted that he had had three conferences, but he would not discuss them, except to say that the Progressives were united on one candidate and that it was up to the Republican leaders to give good and sufficient reasons why he should not be named.

No general conference of the "old guard" leaders has been held as yet, because the differences of opinion among them are so pronounced. It is probable that by to-morrow a series of conferences will begin which will lead to something definite by the time the convention meets.

Political Veterans Warned.

Roosevelt and Hughes as the leading candidates, in fact, the only candidates that are taken seriously at this time, are giving the old political veterans the time of their lives. They don't want either. They would prefer Root, Burton, Fairbanks or any other member of their clan, but they know that none of them can be nominated under present conditions.

The statement of Herbert Parsons

### R. G. ESTEE RETURNS; "LOST HIS SENSES"

Came Back to Them in Minneapolis Railroad Yard.

Duluth, Minn., June 3.—Rush G. Estee, a prominent New York broker and clubman, who disappeared on Wednesday night from the steam yacht Rambler, returned to Duluth to-day and reported that he "came to his senses" in the Great Northern Railroad yards in Minneapolis this morning and hurried back to Duluth.

### YANKEE LAWYER SAILS TO DEFEND CASEMENT

German Also Departs on St. Paul to Test Passport.

When the American Line steamship St. Paul, which sailed from this port yesterday, reaches Liverpool, the British authorities for the first time since the war began will receive a German passport issued in America. It is signed by the German Consul in New York, and directs that Richard Hansmann, its bearer, shall be passed safely into Berlin, via London and Holland. It was predicted that his journey would end at Liverpool.

Other passengers on the St. Paul were Michael F. Doyle, an American attorney, who will assist in the defense of Sir Roger Casement; Marshall Langhorne, secretary of the American Legation at The Hague, and Ricardo Sanchez, a Chilean Consul in Great Britain.

### VICTOR INNES GETS 7 YEARS FOR LARCENY

Convicted of Fraud Against Mrs. Dennis.

Atlanta, June 3.—Victor E. Innes, of Eugene, Ore., was convicted here to-day of larceny of \$4,000 from Mrs. Klaisa Neilsen Dennis, of Atlanta, who, with her sister, Miss Beatrice Neilsen, disappeared from San Antonio, Tex., two years ago. He was sentenced to seven years' imprisonment.

Innes and his wife, Mrs. Ida May Innes, were acquitted in San Antonio several months ago of charges of murdering the sisters.

Innes addressed the court briefly to-day before sentence was passed, begging leniency. He asked consideration for his wife, ill of tuberculosis, who also is under indictment on a larceny charge. Under the Georgia laws the couple could not be arraigned jointly. Innes' sentence was the maximum that could be imposed.

The defense admitted that Innes got money from Mrs. Dennis, but asserted that she gave it to him because she was in love with him. Therefore, it was contended, there was neither fraud nor larceny.

### DOCTORS TO EXAMINE FLAG BURNING GROUP

White's Flock To Be Treated as Mental Weaklings.

Those advocates of world patriotism who burned the American flag at the Church of the Social Revolution Thursday night will suffer a severe blow to their dignity when they appear before Chief Magistrate McAdoo for trial to-morrow. Instead of being permitted to argue their case seriously against the Stars and Stripes, they will be questioned by a physician as mental weaklings.

District Attorney Swann said yesterday he was convinced that adults who would participate in such a ceremony were lunatics and should be treated as such instead of criminals. As a result of this decision it is probable that he will ask that they be sent to the psychopathic ward at Bellevue for observation.

### SAY DEAD WOMAN TOOK OVERDOSE OF ACID

Police Learn Writer Had Been Using Drug as Medicine.

Though unable to obtain detailed information of the circumstances, the police last night listed as accidental the sudden death yesterday afternoon of Mrs. Myra Martell, thirty, of 600 West End Avenue, who died in the bathroom of her apartment from an overdose of carboic acid.

A young man who told a patrolman his name was Greene, but who later said his name was Martell and that he was a brother of the dead woman, said Mrs. Martell had been found groaning on the floor of the bathroom by her maid. He said she had been taking a drop of carboic acid a day for medicinal purposes and might have taken too much.

Dr. John W. Joyce, of 487 West End Avenue, worked in vain over Mrs. Martell for an hour. Mrs. Martell was an author and wrote under the name of Greene. Her brother said she had recently suffered financial reverses.

NEW TORONTO SLEEPING CAR  
LEHIGH VALLEY RAILROAD  
Leaves West 23rd St. Ferry 9:30 P. M.  
Jersey City 9:00 P. M. Jackson Ave.  
Jersey City 9:21 P. M. Newark 9:38 P. M.  
Arrives Buffalo 1:15 A. M. Toronto 11:38 A. M.  
This is in addition to regular Toronto sleeping car on train leaving West 23rd St. Ferry at 5:50 P. M. Liberty Street Ferry 4 P. M.—Adv.

## GERMANS TAKE BRITISH LINES EAST OF YPRES

Capture 700 Yards of  
Trenches and Two  
Generals.

HOLD POSITIONS  
NEAR FORT VAUX

Teutons Repulse Fierce  
Counter Attacks  
by French.

London, June 3.—German troops captured by storm to-day 700 yards of British trenches southeast of Ypres, including the ridges of the heights near Zillebeke. Canadian troops made an impetuous counter attack, recovering most of the lost ground, but losing two generals. This information was received in a report from General Sir Douglas Haig to the War Office to-night.

The Germans also made further progress east of the Meuse in their new drive on Verdun, gaining ground northeast of Fort Vaux and repulsing all counter attacks by the French in this sector.

The British official statement reads: "Fighting of a very severe nature continued unceasingly southwest of Ypres, between Hooze and the Ypres-Menin railway. Following on their initial advantage obtained yesterday evening in penetrating our forward line in this neighborhood, the Germans pushed their attack during the night and succeeded in pushing through our defenses to a depth of 700 yards in the direction of Zillebeke."

"The Canadian troops, however, who are holding this sector of the defenses, launched counter strokes at 7 o'clock this morning, which have succeeded in gradually driving the enemy from much of the ground he had gained. The Canadians behaved with the utmost gallantry, counter attacking successfully after a heavy and continued bombardment."

Canadian Generals Captured.

"The enemy losses were severe. A large number of German dead were abandoned on the recaptured ground. Generals Mercer and Williams, of the Third Canadian Division, who were inspecting the front trenches yesterday during the bombardment, are missing. "Southwest of Angeres last night we carried out a successful enterprise. Our party entered a German trench, disposed of the garrison above ground and bombed five dug-outs before retiring without loss."

The German official statement says: "We captured by storm on Friday the ridges of the heights southeast of Zillebeke, southeast of Ypres, and the English position beyond, taking prisoner one general, slightly wounded; one major and thirteen other officers and 350 unwounded men. The number of prisoners taken was small, the enemy having suffered very sanguinary losses. "During the night attempted coun-

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## 6,000 BRITISH LOST IN BATTLE; 8 TEUTON SHIPS IN TRAP, REPORT

BRITISH GRAND  
FLEET BEATEN,  
SAY GERMANS

All Modern Ships of  
Both Nations Battle  
Off Skagerak.

TEUTONS CLAIM  
GUNNERY WON

Berlin Asserts Kaiser's  
Torpedo Boats Outfought  
English Flotilla.

Berlin, June 3.—The entire modern English fleet was engaged in the battle with the German high sea fleet off Skagerak on May 31, according to official statements made to-day.

Germany regards this fight in the light of a sweeping victory—first, because the British, according to official estimate, were approximately twice as strong in guns and ships, and second, because the Germans maintained the field after the battle, shown, German commentators state, by the rescue of British survivors.

British reports that the Germans fled on the appearance of the main part of the English fleet are denied in a secondary official statement issued to-day by the Chief of the Admiralty Staff, which says:

"To prevent fabulous reports, it is again stated that in the battle off Skagerak on May 31 the German high sea forces were in battle with the entire modern English fleet."

Crew Blew Up Elbing.

"To the already published statements it must be added that, according to the official British report, the battle-cruiser Invincible and the armored cruiser Warrior also were destroyed."

"We were obliged to blow up the small cruiser Elbing, which, on the night of May 31-June 1, owing to a collision with other German war vessels, was heavily damaged, and it was impossible to take her to port. The crew was rescued by torpedo boats, with the exception of the commander, two other officers and eighteen men, who remained aboard to blow up the vessel."

"According to Dutch reports they were later brought to Ymuiden on a tug and landed there."

Admiral Scheer in Command.

The German high sea fleet was under the personal command of Vice-Admiral Scheer, the energetic German commander who succeeded Admiral von Loth.

That German torpedo boats and destroyers conducted themselves brilliantly in the battle, while the flotillas of Britain were outmaneuvered and out-fought, are claims made by the Berlin naval officials.

"Supplementing the official report of the Admiralty," says the Overseas News Agency, "it is stated by a competent authority that in the North Sea battle the Germans had in action the

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### KING GEORGE REGRETS FLIGHT OF GERMANS

London, June 3.—Replying to a message from Admiral Sir John Jellicoe conveying the good wishes of officers and men of the Grand Fleet on the birthday of King George, the British ruler said:

"I am deeply touched by the message you have sent in behalf of the Grand Fleet. It reaches me on the morning of a battle which once more displayed the splendid gallantry of the officers and men under your command."

"I mourn the loss of the brave men, many of them personal friends of my own, who have fallen in their country's cause. Yet even more do I regret that the German High Seas Fleet, in spite of its heavy losses, was enabled by misty weather to evade the full consequences of the encounter."

"They always professed a desire for which when the opportunity arrived they showed no inclination. Though the retirement of the enemy immediately after the opening of a general engagement robbed us of the opportunity of gaining a decisive victory, the events of last Wednesday amply justify my confidence in the valor and efficiency of the fleet under your command."

"GEORGE, R. I."

## DEWEY URGES DREADNOUGHTS

North Sea Fight Proves  
Big Ships Bulwark of  
Navy, He Says.

[By Telegraph to The Tribune.]

Washington, June 3.—George Dewey, the only admiral of the United States Navy and president of the General Board, is keenly interested in the news of the German and British clash in the North Sea. He was at his office early this morning, awaiting additional details, which may have a far-reaching effect on the modern naval policy of all the world powers.

"In the absence of further reliable information," said Admiral Dewey, "one must guard against forming definite opinions. Both the British and German admiralties appear to have made very frank statements. "There are indications that the battle-cruisers were unable to give and take like the battleships that opposed them, and suffered heavily because of their comparatively thin armor protection. This is, of course, based on the assumption that the battle-cruisers were sunk by gun fire."

"Torpedo boat destroyers appear to have operated in the day time as well as at night, which is a departure from the tactics employed by these vessels in the past. These destroyers, or 'night hawks,' have generally relied upon the cover of darkness to carry on their work."

"We will, of course, endeavor to profit by every lesson that can be conveyed to the United States Navy by the North Sea fight. The General Board has recommended battleships as well as battle-cruisers for this year's naval building programme, and there is no secret made of the fact that we still hope to see two battleships in the navy bill before it is passed by the Senate."

"The battleship, which can give and take and stand up and fight, is now, and always has been, the main bulwark of our naval strength and the main strength of any navy. I hear the opinion already expressed that the North Sea fight demonstrates this. "It is recalled, for example, that the battle-cruiser Lion, in the running North Sea fight months ago, had to go out of action after she began to be hit. She had great hitting power and great speed, but comparatively little resisting power. This was necessarily so, as in battle-cruisers armor is sacrificed to speed."

"I am, of course, eagerly awaiting detailed information which will show what sunk the British cruisers, how the opposing fleets were made up, etc. "We have no battle-cruisers, and I think a squadron of those vessels would be a welcome addition to the navy, but I hope to see battleships provided for at the same time. Two battleships and four battle-cruisers would, I believe, be vastly superior to five or even six battle-cruisers."

PAIN'S FIREWORKS

for the Fourth

Order Early. 25 Park Place—Adv.

German Losses Put at 3,000  
Men—2 English Admirals  
Among Dead.

BEATTY CUT OFF ENEMY,  
THEN WAS FORCED TO FLEE

Losses of Kaiser's Fleet Called "Colossal"  
by German Survivors—Westfalen  
Sunk, Berlin Admits.

By ARTHUR S. DRAPER.

(By Cable to The Tribune.)

London, June 3.—At last the Germans have had their long awaited "Der Tag."

But the great victory which Berlin began to celebrate yesterday as freeing the seas to the Kaiser already has begun to fade.

As the latest reports have come in from Admiral Jellicoe and from neutral vessels which witnessed part of the great battle in the North Sea, the engagement is shown to be in no sense the defeat or the great disaster at first assumed.

London, though still in the deepest gloom, at least has had a partial relief.

British naval experts maintain that Great Britain continues to hold the supremacy of the sea by a safe margin and that her enormous navy could better afford the losses it suffered than could the smaller German establishment.

British and German Admiralty reports continue to deny each other's statements of losses and accounts of the action. British ships sunk still number the same as yesterday—three battle-cruisers, three cruisers and eight destroyers. The German losses continue to grow, some grudgingly admitted by Berlin—three battle-cruisers, three cruisers and eight destroyers.

The German losses continue to grow, and are now about equal in number of ships, though still much less in aggregate tonnage.

Admits Loss of Elbing.

The German War Office, in a statement issued to-night, admits the loss of the light cruiser Elbing. It is silent on the fate of the two dreadnoughts of the Kaiser class asserted by the British to have been sunk.

Against a British Admiralty statement that only two divisions took part in the battle and that the Germans fled on the approach of the Grand Fleet, Berlin to-day reiterates its assertion that the main British forces were engaged. Vice-Admiral Scheer, it is contended, with a numerically inferior fleet, fought the "entire modern English fleet."

Teutons Reported Trapped.

All day rumors have been in circulation that eight of the German ships had been cut off by Admiral Beatty in Danish waters. The Admiralty refuses to confirm or deny these reports, and there is a growing hope that the British navy still may be able to redeem the heavy balance in tonnage lost in Wednesday's battle. Admiral Jellicoe himself swept the scene of the battle without finding a single German ship in evidence.

Loss of Life Terrific.

Something of Kipling's "blood that is the price of Admiralty" is felt to-day as the huge losses suffered on the British ships become known. The first reports of the loss of life, unfortunately, have not been cut down, but have been added to.

Of the six thousand men on the ships that sank, but a few hundred have been saved. Only four were rescued from the Queen Mary, while none has been found from the Invincible. Officers and crew—including two admirals—went down at their posts with the Union Jack floating over their heads.

Deadly as have been battles on land in this war, they do not begin to compare with the mortality at sea. To be on a warship struck by a torpedo or put out of action by shell-fire means practically certain death. With all the advance in the science of modern warfare, as far as safety is concerned, the old "wooden walls" were far ahead of the dreadnought.

As further details reach the Admiralty the full significance of the war's greatest naval battle begins to be realized. Both sides fought with the greatest gallantry and courage, asking and giving no quarter.

In the words of Admiral Jellicoe, "this only regret was that the misty weather saved the enemy from more severe punishment."

Misty weather played a big part in the ultimate result of the battle which was fought in four phases. The first was between practically an equal number of battle-cruisers, the second with battleships of the Germans, which previously had been hidden in the mist, coming to the support of their battle-cruisers; the third was between the German High Seas Fleet and a part of Admiral Beatty's squadron, which had come up in the meanwhile; the fourth was German destroyer attacks, of which three were made after dark.

It was in the first and second phases that Great Britain suffered the greatest losses, the Germans withdrawing rapidly upon the arrival of Admiral Beatty's ships.

A remarkable feature, speaking well for British seamanship, was that not a single one of their ships was lost in destroyer attacks. In the early stage of the fighting the British fleet managed to get between the German battle-cruiser squadron and the Danish coast, but was unable to keep them separated until the arrival of the main fleet.

According to Admiralty information, Zeppelins did not play as great

## To-Day

To-day you will find, in the Main News Section, that story by Samuel Hopkins Adams about Mary Murphy's little tragedy; to-day, on the pages of The Tribune Institute, in Part IV, are those two special articles telling what you have wanted to know about the calorie and about the women's camp at Chevy Chase; to-day the humor of The Tribune Magazine, Part V, is contrasted with the sober facts of the articles on the German Kadet and the "yellow peril" that you have been waiting to read. Turn now to whichever of these seven sections you want to read first:

Part I—The Main News Section.

Part II—Sporting Section.

Part III—Editorial, Art.

Part IV—Theaters, Music, Children, The Tribune Institute.

Part V—The Tribune Magazine.

Part VI—The Tribune Graphic (two sections of 8 big pages each).

Part VII—Comic Supplement.

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